

PROCEEDINGS

OF THE MERCHANT MARINE COUNCIL



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PROCEEDINGS

OF THE

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of
the United States Coast Guard

This Copy FOR NOT LESS THAN
20 Readers PASS IT ALONG

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FRONT COVER

Steel Island in the Mississippi mud: 15 stories tall, this offshore rig is capable of drilling six wells from one position. Photo Courtesy Shell Oil Co.

BACK COVER

Some good advice for all mariners from the National Safety Council.

DISTRIBUTION (SDL 68)

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PROCLAMATION 3287

NATIONAL SAFE BOATING WEEK, 1959

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS the waters of the United States provide recreation for many millions of our citizens during the boating season; and

WHEREAS safe boating practices contribute to greater enjoyment of the sport by reducing loss of life and damage to property; and

WHEREAS the Congress, by a joint resolution approved June 4, 1958 (72 Stat. 179), has authorized and requested the President of the United States to proclaim annually the week which includes July 4 as National Safe Boating Week:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby designate the week beginning June 28, 1959, as National Safe Boating Week.

I urge all boatmen, boating organizations, the boating industry, State and Federal agencies, and all other groups interested in boating to join in this observance of National Safe Boating Week; and I call upon them to exert greater effort during that week and throughout the boating season to keep boating safe and pleasant.

I also invite the Governors of the States, the Territory of Hawaii, the Commonwealth of Puerto Rico, and the possessions of the United States to provide for the observance of this Week to encourage nationwide interest in safe boating practices.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-fourth day of April in the year of our Lord nineteen hundred and fifty-nine, and [SEAL] of the Independence of the United States of America the one hundred and eighty-third.

DWIGHT D. EISENHOWER

By the President:

CHRISTIAN A. HERTER,
Secretary of State.

THE COAST GUARD AND THE OFFSHORE OIL INDUSTRY

By Vice Admiral A. C. Richmond, Commandant of the Coast Guard

THE COAST GUARD has participated in many annual Tanker Conferences of the American Petroleum Institute. I am especially pleased to have this opportunity to speak to you at this gateway to the Gulf of Mexico, which is witnessing a vast pioneering effort in our growing offshore oil industry.

Marine safety problems involving the Coast Guard and the petroleum industry have increased steadily with this growth. Today I would like to emphasize Coast Guard relationships and responsibilities involving the offshore oil industry.

Possibly everyone here is familiar with the Coast Guard and its missions. However, it may prove helpful to review these missions in their relation to the offshore oil industry. Also, I hope to show how the Coast Guard—over the years—has promoted marine safety through cooperative effort with industry, and how the Coast Guard today is carrying out that same spirit of cooperation in its dealings with the offshore oil industry, and to enlist your continued help in filling any gaps in the safety programs of industry or government.

THE COAST GUARD AND ITS MISSIONS

Concerning the missions of the Coast Guard, I should like to take a new tack—if that is possible—because I have lived with this subject all of my career and probably have tried to describe them in more ways than there are bayous down here. Aside from our collateral mission of military readiness to function as a specialized service of the Navy in time of war, we have two primary missions to perform. They are law enforcement and the promotion of safety.

LAW ENFORCEMENT

The Coast Guard enforces or assists in the enforcement of all applicable Federal laws upon the high seas and waters subject to the jurisdiction of the United States. In this respect the Coast Guard officers and men act as policemen. They may make inquiries, examinations, inspections, searches, seizures and arrests upon the high seas and United States waters for the prevention, detection and suppression of violations of laws of the United States, and may board any vessel, address inquiries to those on board, examine ship's documents and papers, and examine, inspect and search the vessel, and use all necessary force to compel compliance.

Insofar as navigation and shipping laws are concerned, the Coast Guard enforces the Rules of the Road, the laws and regulations for the safe carriage of explosives and other dangerous articles on board vessels; enforces vessel manning requirements; rules and regulations relating to anchorage, the Oil Pollution Act, and various other laws and regulations involving inspections of vessels, outfitting and operation of motorboats, load line requirements, and many others. In short, we are the maritime police force of the United States.

PROMOTION OF SAFETY

However, we prefer to think of ourselves as experts in maritime safety. Again, as with law enforcement, our mission in the promotion of safety applies on the high seas and on waters subject to the jurisdiction of the United States. Specifically, in the promotion of safety, we are charged with the responsibility for administering laws and promulgating regulations for the safety of life and property; and with the development, establishment, maintenance and operation of aids to navigation, ice-breaking facilities, and search and rescue facilities.

Insofar as promulgation of regulations is concerned, I believe those of you whose business involves artificial islands and fixed structures in the Gulf are quite familiar with how our requirements concerning aids to navigation, safety equipment and vessel requirements came about. I trust that you have found that they are reasonable and proper. Without going into detail as to other regulations for which we are responsible, let me say that, in general, they cover the same scope of navigation and shipping laws that I previously referred to.

The Coast Guard is responsible for the development, administration, and operation of the aids to navigation system of the United States to serve the needs of the maritime commerce

and the Armed Forces, the control of private aids to navigation in the navigable waters of the United States, the prescribing of lights and other signals to mark bridges and other obstructions to navigation located in the navigable waters of the United States, and the dissemination of information to mariners concerning such operations of the Coast Guard.

The Coast Guard is responsible for the rendering of aid and the protection and saving of life and property on the high seas and the navigable waters of the United States and its territories and possessions. In the performance of this function, vessels and aircraft are deployed and operated to afford maximum protection to water and airborne commerce, and lifeboat stations and communications are located and operated at strategic points along the coasts and inland waters.

PROMOTING MARINE SAFETY

As I stated earlier, the Coast Guard knows full well that the promotion of marine safety is not just a matter of legislation, or of providing aids to navigation, and search and rescue facilities. Marine safety is achieved through Government and industry-wide cooperation. In this regard I believe our relationship with the petroleum industry has been exceptional. The American Petroleum Institute, and more specifically the Tanker Committee, cooperates on a day-to-day basis with the Coast Guard in promoting safety in the industry. As an example, the Group on Fire Protection, Safety and Lifesaving of the American Petroleum Institute's Committee on Tank Vessels rendered a valuable service to all tank vessel personnel in the preparation of the "Fire Fighting Manual for Tank Vessels" at our request, which we recently published and distributed. I trust each of you have received your copy.

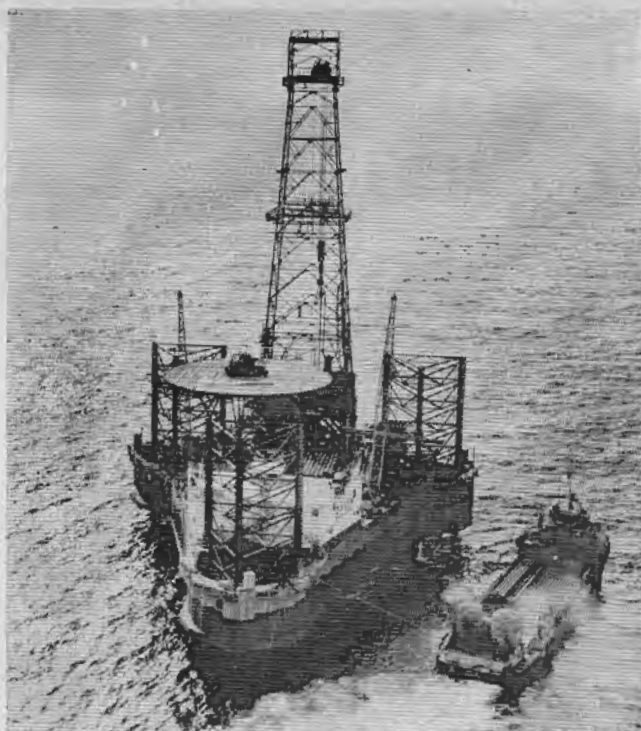
There are many other examples of effective cooperation, such as with the American Bureau of Shipping, the National Cargo Bureau, the International Cargo Gear Bureau, and others.

MERCHANT MARINE COUNCIL AND ITS PANELS

In addition to the normal channels for direct contact, we have developed a method which is paying dividends in the promulgation of regulations through the Merchant Marine Council of the Coast Guard and its various

VICE ADMIRAL RICHMOND presented this paper in New Orleans, La., before a session of the Annual Tanker Conference of the Central Committee on Transportation by Water and its associated committees of the Division of Transportation of the American Petroleum Institute, April 17, 1959.





DEEPWATER WILDCAT: Shell Oil Co. uses this new triangular platform in drilling for oil where none has yet been found—50 miles off the Louisiana coast, in nearly 100 feet of water. The hull—193 feet in length, with a beam of 151 feet—contains living quarters, laundry, galley, and recreational lounge for a 45-man crew. It can drill six wells, each 5 miles deep, before being moved to a new location. Three "spuds" driven into the ocean floor provide a tripod-type support for the rig. Note the heliport atop the near "spud." The rig is owned and now operated for Shell by Dixilyn Drilling Corp. of Odessa, Tex. Photo Courtesy Shell Oil Co.

advisory panels. The Merchant Marine Council has been in operation almost two decades, and its value as a coordinated means of bringing about proper regulations for the promotion of safety is now well established.

In order to facilitate the work of the Council and to permit representatives of industry to work with us, there have been appointed various panels composed of men interested and experienced in specialized segments of marine activities and problems. Then, before action is taken by the Coast Guard on any matters of importance to those affected, such matters are referred to the appropriate panel for its advice, comments, criticism or other suitable action. A panel may also take the initiative in presenting to the Coast Guard suggestions and recommendations concerning improvement in the administration of merchant marine inspection and other related functions.

Among the first of the panels to be established was the Western Rivers Panel on 12 March 1943, which now has 22 members. This was followed

closely by the Motorboat and Yacht Advisory Panel, which now has 25 members. In fact, today there are eight standing panels of advisers under the Merchant Marine Council, and two ad hoc panels. I believe you are all familiar with the importance of the Oil Pollution Panel under the chairmanship of Captain Fiske.

OFFSHORE DRILLING INDUSTRY

Because of the long-standing missions of the Coast Guard in the promotion of safety and law enforcement on the waters of the United States, the 1953 "Outer Continental Shelf Lands Act" naturally authorized the Coast Guard to promulgate and enforce the regulations to promote safety of life and property on artificial islands and fixed structures. The Coast Guard became aware of this developing responsibility even before the passage of the act. In fact, for several years prior to that time many oil companies participating in offshore and inshore drilling in the Gulf of Mexico have met with members of the staff of the Commander, Eighth Coast Guard District, here in

New Orleans, to discuss matters involving marine inspection, private aids to navigation, Pilot Rules, marine documents and licenses, geophysical survey vessels and their activities, and many other matters related specifically to the specialized type of work involved in the construction of drilling platforms and the vessels and barges serving them. There developed a definite interest on the part of the industry for more detailed discussions with the Coast Guard with a view toward the establishment of new regulations that might be needed to cover specialized activities, or to amend regulations that do not exactly apply to the activities involved in offshore and inshore drilling practices.

Thereupon, in November of 1953 the Commandant of the Coast Guard authorized the establishment under the Merchant Marine Council of a Panel of Advisers on Offshore Operations to the Commander, Eighth Coast Guard District. The first meeting was held here in New Orleans in April of 1954.

DEVELOPING REGULATIONS

The constructive result of this effort was two sets of regulations which have been promulgated by the Coast Guard and now have received industry-wide acceptance. I believe it will be of interest to tell the story of how these regulations came into existence.

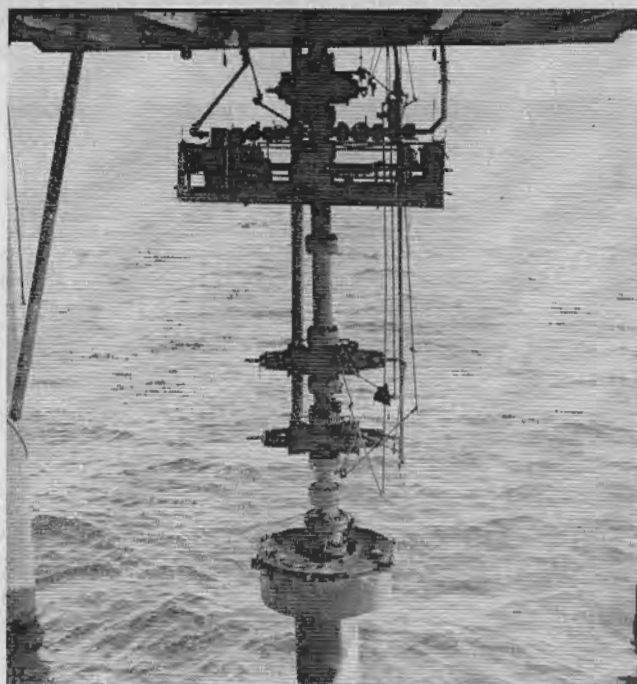
As you already know, the law regarding artificial islands and fixed structures on the Outer Continental Shelf is brief and authorizes " * * * such reasonable regulations with respect to lights and other warning devices, safety equipment, and other matters relating to the promotion of safety of life and property on the islands and structures * * * " The Coast Guard did not attempt to immediately establish regulations because of the many new problems and conditions which were different from any encountered before. Therefore, interim requirements, instructions, and informal arrangements were made with the persons and organizations interested and concerned with safety of life and property on these artificial and fixed structures. In this respect the Panel of Advisers to the Commander, Eighth Coast Guard District, were very helpful.

It was not until the latter part of 1955 that proposed requirements were formalized regarding promotion of safety of life and property on the islands and structures. The proposed regulations were published as a notice of proposed rulemaking in the Federal Register in December of 1955 with the Merchant Marine Council holding a public hearing on 23 Janu-

ary 1956. The revised regulations were published in the Federal Register of 9 February 1956 with an effective date of 1 July 1956. These regulations were added to chapter I of Title 33 of the Federal Regulations as a new subchapter N entitled "Artificial Islands and Fixed Structures on the Outer Continental Shelf." This set of regulations describe the applicable Coast Guard procedures, inspections, construction and arrangements, lifesaving appliances, fire-fighting equipment, and special operating requirements. These regulations superseded the interim requirements, instructions, and informal arrangements previously made. The work of the Panel in assisting the Coast Guard in drafting proposed regulations was invaluable, and only a few changes have been required since they became effective in 1956.

Meanwhile, a second set of general regulations governing the lights and fog signals required to be operated as privately maintained maritime aids to mark the artificial islands and fixed structures were developed with the assistance of certain interested persons and organizations. These proposed regulations were first published as an item of the agenda for a Merchant Marine Council public hearing held 24 April 1956. The drafting of these proposals, however, had not been coordinated with the Panel. Numerous comments were received. Therefore, the Merchant Marine Council withdrew these regulations and referred them to the Panel for study and comment. The proposed regulations were again considered as an item of an agenda for a Merchant Marine Council public hearing to be held 18 March 1958. The regulations were prescribed and published in the Federal Register dated 20 May 1958 with an effective date of 1 August 1958. These requirements consist primarily of a new Part 67 entitled "Private Aids To Navigation, Outer Continental Shelf and Waters under the Jurisdiction of the United States," which was added to Subchapter C, Aids to Navigation, in Title 33 of the Code of Federal Regulations. This set of regulations prescribe requirements for lights, fog signals, miscellaneous marking requirements and Coast Guard procedures.

This story is a good example of the positive advantage to industry and the Coast Guard of the use of advisory panels to the Merchant Marine Council. When regulations are drafted with the assistance of those affected, the number of comments and complaints are then kept to a minimum and the proposed regulations are adopted without major changes.



SEEN UNDER this offshore drilling rig platform is the blowout prevention equipment installed between the floor of the rig and the water. Photo Courtesy Shell Oil Co.

MARINE CASUALTIES

It will be apparent to you, from the quick review I have presented of our regulations affecting offshore structures, that the Coast Guard has not as yet prescribed requirements for plan approvals of such platforms. You are aware, I am sure, that we have investigated the several unfortunate marine casualties which have occurred.

In fact, the Marine Board of Investigation which was convened to investigate the capsizing of the mobile platform SEDCO No. 8 while under construction and undergoing tests at Avondale, La., on 10 August 1956 with loss of life, recommended that regulations be established requiring plan approval and inspection during construction of all mobile platforms. In my action on the report of the Board, I referred this recommendation to the Merchant Marine Council for further consideration.

In discussing the proposal, the Council Committee recognized the broad scope of the problem covering the period of construction, the movement of such structures, and later deterioration. It was concluded that no action be taken with respect to regulations pending further experience with respect to the safety factors involved.

The task obviously would be a big one to tackle, and one that also re-

quires careful and thorough Government and industry-wide consideration.

INDUSTRY-WIDE COORDINATION

However, although offshore drilling and production began in the Gulf of Mexico off the shores of Louisiana and Texas, operations are now underway off the coasts of California and Florida and the Great Lakes. In fact, to meet the growing demand, a Panel of Advisors was established in January 1957 to the Commander, Eleventh Coast Guard District, at Long Beach, Calif. With the expanding scope of the industry, proposals are now being heard for industry-wide and nationwide programs on safety, including suggestions for a National Panel of Advisors to the Merchant Marine Council.

CONCLUSION

In closing, I would like to emphasize just a few points. First, the Coast Guard is justly proud of its role in the promotion of maritime safety and law enforcement. We are proud of our record of cooperation with industry, and we are thankful and appreciative of your help.

Finally, we are looking forward to the growth of this coordination to a national level with the expansion of the offshore oil industry.

TEAMWORK THAT SAVED A LIFE: Hans Randrup (center) returned to the SS *Mariposa* to visit his shipmates and thank these men for their efforts in saving his life. Left to right: Frank Foot, Chief Mate; Captain Peters; Randrup; Julian Corson, First Mate; and Robert Johnson, Third Mate.



"17 MINUTES I'LL NEVER FORGET"

HANS RANDRUP has nothing but praise for a man named Williamson, whom he has never seen, and for Captain Malcolm Peters, skipper of the SS *Mariposa* (now Marine Manager at the newly organized Honolulu Operations Center) who maneuvered his ship into a "Williamson Turn" on a day that nearly cost Randrup his life.

Hans is the 50-year-old seaman who was accidentally tossed overboard on December 3 when the *Mariposa* was one day out of Honolulu bound for the Golden Gate.

"It was a day I'll never forget," Hans said recently during a visit to the MATSONEWS office. Hans was discharged January 19 from San Francisco's Marine Hospital where he was treated for injuries suffered in his fall from the number three lifeboat in which he was working at the time. He said he is looking forward to retelling his adventure to his shipmates when he rejoins the *Mariposa*, which he hopes is "soon."

"I'd love nothing more than to sail under Captain Peters," Randrup said.

Captain Peters, himself recently hospitalized for a minor operation, graciously brushed aside Randrup's expressions of gratitude when he

This is a graphic example of shipboard training and know-how. The SS *Mariposa* was steaming full-ahead from Honolulu to San Francisco when Hans Randrup, carpenter's mate, was lost overboard. In a matter of minutes the training paid off. The ship executed a "Williamson Turn," came to a stop, and put an emergency boat in the water rescuing their fallen shipmate in the remarkable time of 17 minutes.

Our congratulations to Captain Malcolm Peters, his officers, and crew. Article and photographs courtesy Matsonews, Matson Navigation Co.

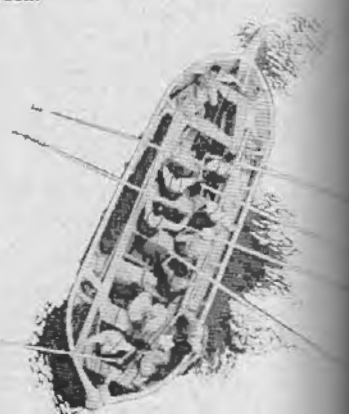
visited Hans at the Marine Hospital. To the skipper, the rescue was merely routine—"the main job was to find him."

But to Hans, as well as other veteran mariners, the turnabout of the *Mariposa* after the "Man Overboard!" alert was sounded and the quick rescue which followed was "a beautiful piece of seamanship."

Matson President Randolph Sevier took personal note of this in a letter of commendation to Captain Peters and his officers and crew.

The letter said in part:

We all realize that the rescue of a man who has fallen overboard at sea from any vessel traveling at a high rate of speed demands the maximum of the master mariner. You and the officers and crew under your command are to be complimented on the skill and efficiency demonstrated in carrying out the rescue of Mr. Hans Randrup. The entire operation was one of perfection and was carried out in the true spirit and tradition of the sea.



MISSION SUCCESSFUL: The emergency boat maneuvers under the falls after rescuing their fallen shipmate. Randrup (arrow) seen sitting near the bow of the boat.

The ship maneuver executed by Captain Peters after the seaman fell over the starboard side is known as the "Williamson Turn" in honor of its originator, Commander John A. Williamson, USNR. It was developed by Williamson when he was a member of the staff of the Miami (Fla.) Submarine Chaser Training Center in 1942.

The oval turn enables a ship traveling at full speed to return to the precise area where the victim fell into the sea. As one master mariner put it: "The casual observer may think there is little or no problem involved in returning a ship to a specific spot if the ship is put in a circling course. In practice, however, the task is formidable. There are no points of reference on the open sea where one spot on the surface looks exactly like every other spot."

The sea was calm at 1:28 p.m. (Honolulu time) when Hans was hurled from the lifeboat into the mid-Pacific. Fortunately, his descent was seen by nearby crewmates who sounded the alarm: "Man Overboard, Starboard Side!"

The watch officer on the bridge, Third Mate Robert Johnson, responded immediately. He barked "Hard right rudder!" to Quartermaster Donald C. Lee so the *Mariposa's* stern would swing away from Hans, and thereby prevent possible injury from the propeller.

At the same time, Chief Officer Frank Foot (now on the *Matsonia*) sounded the man overboard signal on the general alarm and on the ship's whistle while Quartermasters George Dally and Edward Townley tossed life rings toward Hans from the port and starboard sides of the bridge. Dally then climbed the radar mast to spot Hans.



PART OF THE *Mariposa's* standing instructions posted on the wheelhouse bulkhead are the actions for man overboard recovery by the "Williamson Turn." A good idea for any ship.

Captain Peters, meanwhile, had reached the bridge from his nearby cabin while the stern of the ship—which was still traveling at its full speed of 20 knots—was swinging away from Hans.

The captain ordered the helmsman to "ease the rudder" as the vessel approached 60° to the right of its orig-

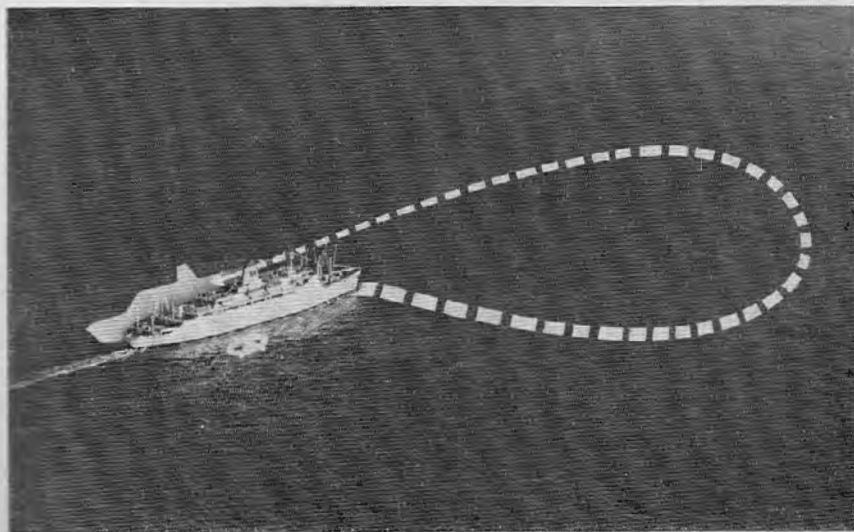
inal course. Seconds later he ordered "Rudder amidships!" and then "Hard left rudder!" to swing the *Mariposa's* bow in the direction to where Hans fell.

Hans swallowed what seemed like "gallons of water." The pull of his waterlogged boots and the 15-foot swells kept him from seeing the life preservers that were thrown toward him. But the veteran of 34 years at sea never lost his wits. He managed to stay afloat as the ship pulled out of her turn and steadied on course. Her engines were finally stopped and the *Mariposa* was allowed to drift at sea.

Hans, who had been lost to the bridge for 12 minutes during the Williamson Turn, was now spotted in the water several hundred feet off the *Mariposa's* starboard side.

An emergency life boat—manned by First Mate Julian Corson, Able Seamen Charles Bolton, Edward McDonald, Chester Staniszewski, Thomas Mariner, Gerald Ingemansson, Manoel Diaz, and Deck Maintenancemen Forrest O'Neil and Earnest Kalnin—was lowered into the water.

Within 5 minutes, Hans, near total exhaustion, was gently lifted aboard after 17 harrowing minutes in the mid-Pacific—"17 minutes of my 50 years that I'll never forget."



THE COURSE the *Mariposa* followed to complete the "Williamson Turn."

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDANT
U.S. COAST GUARD
HEADQUARTERS
WASHINGTON 25, D.C.



MVI
20 March 1959

Commandant's Action

on

Marine Board of Investigation; collision of the tank vessels *Gulfoil* and *S. E. Graham*, off Bull Point East Passage, Narragansett Bay, R.I., 7 August 1958, with loss of life

Pursuant to the provisions of Title 46 C.F.R. Part 136, the record of the Marine Board of Investigation convened to investigate subject casualty, together with its Findings of Fact, Opinions, and Recommendations, has been reviewed.

The SS *Gulfoil* and the M/V *S. E. Graham*, both tankers, collided in a dense fog about 500 yards East Northeast of Bull Point Lighted Bell Buoy, East Passage, Narragansett Bay, R.I., at approximately 0553 EST 7 August 1958.

The inbound *Graham* was fully loaded with gasoline; the outbound *Gulfoil* was partially ballasted, with a number of empty tanks which were not gas free.

As the vessels approached the narrow entrance to Narragansett Bay between Conanicut Island and Newport Neck each was proceeding at reduced speed with radars in constant operation due to low visibility. Although the buoy on Bull Point was on the radar screen until close aboard, it had not been seen or heard on the *Gulfoil* and her Master was reluctant to alter course to the right, as the pilot proposed, until he had satisfied himself that his vessel was clear of the point. It had still not been sighted when the fog signals of the *Graham* were heard on the starboard bow, close aboard, and shortly thereafter she loomed out of the fog scarcely 50 feet from the bow of the *Gulfoil*. Collision appeared imminent, and the general alarm was rung as the engines were ordered full astern.

On the *Graham*, only the master and the helmsman were on the bridge, and there was no lookout on the bow as she proceeded cautiously toward the bay entrance. On the radar screen, the master could see the Bull Point Buoy, a target close to it, apparently not moving and a much larger target (the *Gulfoil*) proceeding out. The *Graham's* master expected the larger target to alter course to the westward as she passed Bull Point Buoy ahead but he noticed the *Gulfoil* was not changing course as he heard her fog signals on the *Graham's* port bow. He altered course to the right, heading for Fort Adams as each blast on the fog whistle appeared closer than the preceding one. Just before the collision he rang the general alarm.

The *Graham* was dead in the water or nearly so when her No. 1 port cargo tank was penetrated by the bow of the *Gulfoil*, a circumstance which permitted her cargo of gasoline to escape and probably ignite through the impact. In the almost instantaneous fire which engulfed both vessels the crews were driven overboard and 17 crew members, among them the Master, of the *Gulfoil* were known to have lost their lives. Their bodies were recovered but one other disappeared and is presumed dead. Others of the *Gulfoil* crew suffered varying degrees of injury through burns and immersion, while those from the *Graham* escaped relatively unscathed.

Shortly after the collision the *Gulfoil* grounded on Newport Neck in the vicinity of Fort Adams where her No. 8 tank, which was not gas free, exploded. The *Graham* aflame from stem to stern drifted with the flooding tide into Narragansett Bay where she was grounded by vessels of the U.S. Navy and Coast Guard on the north

end of Rose Island. The fires on both vessels continued to rage until the next day when they were finally extinguished by units of the Newport Naval Command and those of the First Coast Guard District. As a result of the collision, fires and explosions, both vessels incurred severe structural damage.

As the *Gulfoil* proceeded down the Narragansett Bay she was preceded by the USCGC *Laurel* with the former slowly overtaking the latter as the fog loomed ahead at Rose Island. Observing this situation and sighting the inbound *Graham* in the radar the commanding officer of the *Laurel* decided to close Bull Point Buoy and stop west of it until the congestion lessened at the entrance. While so doing the impact of the collision was clearly heard and a radar range bearing placed the site at 078° true 500 yards from the buoy alongside.

The *Laurel* was maneuvered so as to head east toward the position indicated by the radar and the voices of men in the water were soon heard. The ensuing rescue operations were timely and efficiently carried out and while so engaged a heavy explosion accompanied by a dull glow was observed in the fog in the direction of Fort Adams. This was probably the explosion of the *Gulfoil's* No. 8 tank. When all the dead and living in reach were collected, the *Laurel* proceeded to anchor north of Fort Adams where they were placed in the care of medical help which had been summoned by radio.

She then proceeded in the direction of the drifting *Graham* which was burning and being carried by the tide towards Rose Island while Navy tugs and fireboats fought the fire. The *Laurel* put a tow line aboard and grounded her in a safe area where the fire was finally extinguished. The Board noted the excellent performance of duty on the part of the Navy and Coast Guard units involved in the rescue and firefighting operations on both vessels.

While inbound in the fog after delivering a pilot, the master of the pilot boat *Rhode Island* heard the radio report of the *Laurel* and noted the positions of the vessels on the radar. He proceeded to the scene at once, rescued four crew members from the water and searched the area between Fort Adams and Bull Point. Finding no more survivors Captain William J. P. Northrup landed the rescued at Newport. The Board recognized Captain Northrup's prompt participation in the rescue work.

Nine bodies were found on board the *Gulfoil* after the fire was extinguished; eight were recovered from the water and one was missing.

REMARKS

The recommendation proposing restrictions on the use of power lines to remote sections of a vessel to "in use" periods only does not appear to be supported by the record in this case. Sound engineering practice includes the de-energizing of nonessential circuits when not in use and past experience with similar casualties has shown that the heat generated by the impact of steel vessels is usually sufficient to ignite oil cargoes.

The consideration of hull openings as mentioned in the second recommendation is included in all vessel plan approval and, in this connection, it has been found that there exists as much need for speedy evacuation of interior spaces as for protection from fire or blast without, as was the instant case.

The conclusions of the Board that the master of the *Gulfoil* was responsible for the navigation of his vessel and that he failed to act on the advice of the pilot just before the collision is concurred in, but for these reasons it is also considered that the results of his acts or omissions were of his own making. On the one hand, the pilot lacked authority to enforce his orders, hence his services were limited to advising the master. On the other, the master could assume control of the navigation at any time and he evidently did so before the collision

inasmuch as the mate at the telegraph testified he received all engine orders from the master. Other than that developed by the testimony of the pilot himself, the record lacks evidence to support the Board's indication of negligence. In view of the above, the Board has been directed to discontinue action against the pilot for any alleged negligence in this regard.

Those recommendations involving the performance of duty of certain Coast Guard personnel have been referred to the Coast Guard Board of Awards.

Subject to the foregoing remarks, the report of the Marine Board of Investigation is approved.

A. C. RICHMOND,
Vice Admiral, U.S. Coast Guard
Commandant

While discharging drums of the tongue-twisting chemical trichloroethylene from a ship in Boston recently, 20 longshoremen were overcome by the fumes and required hospitalization.

Prompt action of the fire department in resuscitating the stricken men was credited in preventing serious casualties.

In this case a drum was inadvertently ruptured and the contents "sprayed into the hold." The longshoremen experienced a form of fume intoxication not unlike those produced by anesthesia. One man described feeling like "getting off a big drunk" after being brought on deck.

Trichloroethylene is not classified as a dangerous cargo requiring special packaging and marking, or labelling, and previous cargoes had been carried without incident. In this regard the Manufacturing Chemists' Association, Inc., recommends that all containers of trichloroethylene be marked:

TRICHLOROETHYLENE

Warning! Vapor Harmful

Use only with adequate ventilation

Avoid prolonged or repeated breathing of vapor

Avoid prolonged or repeated contact with skin

Do not take internally.

Trichloroethylene is a clear and colorless liquid, practically nonflam-

TRICHLOROETHYLENE



mable, and when carried in sealed containers is considered a routine shipboard cargo. However, it is harmful by inhalation, by prolonged or repeated contact with the skin or mucous membrane, or when taken by mouth.

The Association further recommends the examination of each shipment for leaking drums, any of which should be removed to a safe place. The drums should be handled carefully at all times and stowed in a cool place, bung up.

ATLANTIC OCEAN VESSEL REPORTING STATIONS

Listed below are the Coast Guard Ocean Stations and Radio Stations operating under the Atlantic Merchant Vessel Position Reporting (AMVER) Program. Registered vessels of all nations are encouraged to take part in this program for reporting ship's positions as an aid in search and rescue procedures in the North Atlantic, including the Caribbean and the Gulf of Mexico. The increased number of radio frequencies available is expected to improve communications between reporting vessels and Coast Guard Radio Stations.

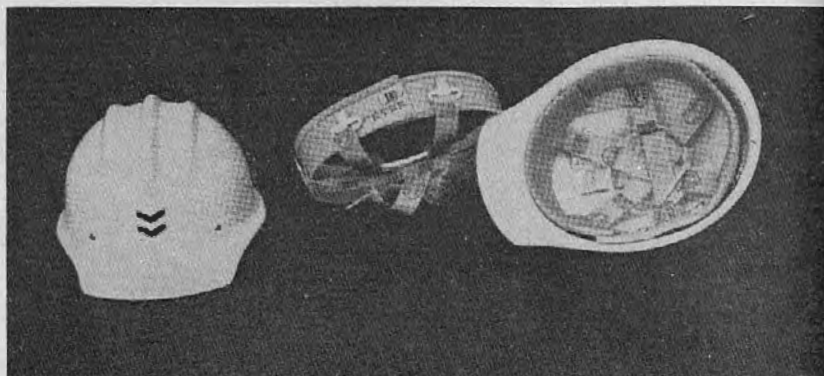
Radio Call	Location	Frequency and/or Band Guarded	Working Frequencies
4YB	56.30 N., 51.00 W.	500 kc/s	466 kc/s.
4YC	52.45 N., 35.20 W.	500 kc/s	466 kc/s.
4YD	44.00 N., 41.00 W.	500 kc/s	466 kc/s.
4YE	35.00 N., 48.00 W.	500 kc/s	466 kc/s.
NJN	Argentina, Nfld	500 kc/s; 8354-8374 kc/s 12531-12561 kc/s (day use) 6265.5-6280.5 kc/s (night use)	432 kc/s; 8734 kc/s. 12718.5 kc/s. 6477.5 kc/s.
NMF	Boston, Mass	500 kc/s; 8354-8374 kc/s 6265.5-6280.5 kc/s	472 kc/s; 8710 kc/s. 6477.5 kc/s.
NMY	New York, N.Y.	500 kc/s; 8354-8374 kc/s 16708-16748 kc/s (day use) 4177-4187 kc/s (night use)	486 kc/s; 8710 kc/s. 17002.4 kc/s. 4361 kc/s.
NMK	Cape May, N.J.	500 kc/s; 8354-8374 kc/s	457 kc/s; 8710 kc/s.
NMN	Norfolk, Va.	500 kc/s; 8354-8374 kc/s 12531-12561 kc/s	466 kc/s; 8710 kc/s. 12718.5 kc/s.
NOC	Bermuda, B.W.I.	500 kc/s; 8354-8374 kc/s	466 kc/s; 8734 kc/s.
NMV	Jacksonville, Fla.	500 kc/s; 8354-8374 kc/s	457 kc/s; 8710 kc/s.
NOF	St. Petersburg, Fla.	500 kc/s	440 kc/s.
NMA	Miami, Fla.	500 kc/s; 8354-8374 kc/s 16708-16748 kc/s (day use) 6265.5-6280.5 kc/s (night use)	440 kc/s; 8710 kc/s. 17002.4 kc/s. 6477.5 kc/s.
NMR	San Juan, P.R.	500 kc/s; 8354-8374 kc/s 12531-12561 kc/s (day use) 4177-4187 kc/s (night use)	466 kc/s; 8710 kc/s. 12718.5 kc/s. 4361 kc/s.
NMG	New Orleans, La.	500 kc/s; 8354-8374 kc/s 12531-12561 kc/s (day use) 4177-4187 kc/s (night use)	428 kc/s; 8710 kc/s. 12718.5 kc/s. 4361 kc/s.
NOY	Galveston, Tex.	500 kc/s; 8354-8374 kc/s	457 kc/s; 8710 kc/s.
NCG	Any CG shore radio station	Any of the above bands	As listed above.

The safety-minded California Shipping Co. has issued safety caps to all their seagoing ships, it was reported in a recent issue of their excellent *Safety Bulletin*.

Designed to resist impact and absorb shock, the caps are a comfortable lightweight type fitted with adjustable headbands. The company recommended the caps be worn under the following conditions:

- In cargo tanks during cleaning operations.
- In cargo holds, while package freight is being handled.
- In and about the vessel undergoing repairs in a shipyard and at such other times as the Master or his delegated authority deems it necessary.

HARD HATS





MARITIME SIDELIGHTS

That good friend of seamen everywhere, the Weather Bureau, has published a technical paper intended to familiarize users of the St. Lawrence Seaway and Great Lakes with the weather conditions and services available in that area.

Known as Technical Paper No. 35, Climatology and Weather Services of the St. Lawrence Seaway and Great Lakes, it is available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., for 45 cents a copy. The 75-page booklet is profusely illustrated and, among other things, covers cyclones, winds, fog, ice, lake levels, currents, temperatures, and details on forecasting and warning services.

♦ ♦ ♦

Three more "Super" tankers were added to the privately owned United States flag merchant fleet from new construction during March according to the American Merchant Marine Institute. This brings the total additions to the private fleet from new construction to four since January 1, 1959. In addition to the new tankers, two drycargo vessels were redocumented under the laws of the United States during this same period. Removed from the private fleet during the month were four vessels by trade-in on new construction.

♦ ♦ ♦

The keel has been laid for the *Edward L. Ryerson*, largest ship designed for Great Lakes ore trade, in the Manitowoc, Wis., Shipbuilding yard. Built for Inland Steel, the giant carrier will have a 730-foot hull and is scheduled to begin service in time for the 1960 season. It will carry a top cargo of 27,000 gross tons.

♦ ♦ ♦

Two new 30,000 ton tankers will make their maiden voyages this summer under the American flag. They are the *Gulfcrest*, first of six new tankers built under the Gulf Oil Corporation's \$114 million expansion program, and the *Mobiloil*, owned by the Socony Mobil Oil Co., Inc. The *Gulfcrest*, built in the Bethlehem-Sparrows Point Shipyard, will be joined by two sister ships during 1959 and three in 1960. The *Mobiloil* and her twin, the *Mobil Aero*, were built in the Sun Shipbuilding and Dry Dock yard.

Safest cargo ship in the Military Sea Transportation Service fleet for 1958 is the USNS *Merrell*, recently presented with the Pacific Area Safety Award for over 624,000 man-hours without a lost-time accident. During the year the ship called at 64 ports in the United States, Asia, and Africa, and steamed a total of 78,000 miles, averaging a speed of 17.1 knots. The safety citation was presented to the ship's skipper, Captain Raymond C. Dollar, by Admiral Harold O. Larson, USN.

♦ ♦ ♦

American-Hawaiian Steamship Company of New York, N.Y., has filed an application under Title XI of the Merchant Marine Act, 1936, as amended, for insurance on a construction loan and mortgage covering four vessels for the intercoastal trade, it was announced by Rear Admiral Walter C. Ford, Acting Maritime Administrator, U.S. Department of Commerce. The current application discloses that the proposed vessels would be "trailerships" but says precise data on design, capacity, and speed is not available until the results of preliminary studies have been reviewed and made final.

♦ ♦ ♦

The NS *Savannah*, world's first nuclear powered merchant ship, will be launched July 21, 1959, in the New York Shipbuilding Yard, Camden, N.J. The First Lady of the Land, Mrs. Dwight D. Eisenhower, will formally christen the 596-foot combination cargo-passenger, it was jointly announced by Lewis L. Strauss, Secretary of Commerce, and John A. McCone, Chairman of the Atomic Energy Commission.

♦ ♦ ♦

Avondale Marine Ways, New Orleans, La., has been named low bidder on three cargo ships for the Mississippi Shipping Co., it was announced by the Federal Maritime Board. Cost of the ships including defense features is \$9,802,718 each. They will be 506 feet in length, have a beam of 70 feet, and be capable of lifting approximately 9,000 tons of cargo at a design draft of 28 feet. Cargo will be handled by four 5-ton rotating cranes at

each hatch and a 30-ton boom for heavy lifts. The first vessel is expected in 840 days, 930 for the second, and 1,020 for the third. They are the first in the company's long range replacement program of 14 new ships in the next 20 years.

♦ ♦ ♦

The Massachusetts Maritime Academy training ship *Bay State* made its first call to San Francisco during March in a month that saw 425 ships, including 20 other "first calls" through the Golden Gate. Net tonnage for the month exceeded all previous months since October 1952, according to the Marine Exchange, Inc.

♦ ♦ ♦

United States Essential Foreign Trade Route No. 10, from United States North Atlantic ports to the Mediterranean, has been reviewed by the Maritime Administration and reaffirmed as a trade route essential to American commerce and defense.

♦ ♦ ♦

An "Index of Current Regulations of the Federal Maritime Board, Maritime Administration, National Shipping Authority" has been issued. The General Orders of the Federal Maritime Board, Maritime Administration, and National Shipping Authority, as published in the Federal Register and in the Code of Federal Regulations, prescribe rules and procedures established to carry out provisions of maritime laws administered by those agencies, with which the maritime industry is to comply. The index contains an outline of the codified regulations and an alphabetical index by subject matter with reference to the appropriate General Orders.

The publication may be purchased from the Superintendent of Documents, Washington 25, D.C., for 25 cents per copy.

♦ ♦ ♦

Plans for air defense of the continental United States may require temporary suspension of the operation of certain electronic aids to navigation with little or no advance notice.



nautical queries

Q. What is the meaning of the term (a) "ultimate tensile strength," (b) "ductility of a metal," (c) "yield point of a metal?"

A. (a) Ultimate tensile strength is the greatest load or stress which a material can stand, in tension, before rupture occurs and is usually expressed in pounds per square inch.

(b) A plastic property of metal to withstand deformation without failure.

(c) The point at which a metal, under a mounting tensile load, exceeds its elastic limit. At the yield point the metal becomes permanently deformed and will not return to its original shape or position upon cessation of the load.

Q. What is the purpose of the unloading systems used on most air compressors?

A. Unloading systems are for the purpose of removing all but the friction load of a compressor, so that the compressor will always be started in the unloaded condition, thereby reducing the starting torque on the prime mover.

Q. When repairing a boiler shell and both riveting and welding are used to accomplish the repair, which method is normally accomplished first? Why?

A. When riveting and welding are both used to effect a repair to a boiler shell, the welding is usually accomplished first so that the shrinkage of the weldments do not apply high shearing stresses on the rivets.

Q. Describe a thermocouple pyrometer and explain its operation.

A. This pyrometer is a galvanometer activated by a thermocouple, which is a mechanical junction of two platinum compounds or of two dissimilar base metals such as iron and constantin, or chromel and alumel. When heat is applied to the couple, an electromotive force is generated which is indicated by means of a high resistance galvanometer or millivolt meter calibrated in degrees of temperature.

Q. Explain the principle under which steam separators operate in removing condensate from the steam.

A. Steam separators operate on the general principle of removing the condensate by giving the steam an abrupt change in direction. The

momentum of the condensate will cause it to travel in a straight line to a collecting point from which it can be drawn off through a trap.

Q. What devices are frequently installed aboard ship which utilize the jet principle in moving other fluids, and for what purpose is each used?

A. The following devices utilize the jet principle in moving other fluids:

1. Air ejectors remove the uncondensable vapors from the condensers.

2. Boiler feed injectors supply feed water to the boilers.

3. Steam siphons and eductors pump water from places such as bilges and ballast tanks.

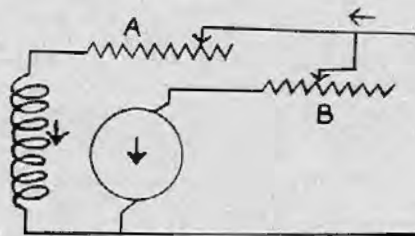
Q. What materials are usually used to insulate low temperature spaces; high temperature spaces?

A. For low temperatures cork or rock wool is usually used.

For high temperatures basic minerals are used, such as asbestos, carbonate of magnesia, diatomaceous earth, mica, aluminum foil, and fibrous glass.

DIRECT CURRENT

Q. State the purpose of the resistance at A and B in the below diagram of a shunt motor. Explain the effect of increased resistance at A.



A. The resistance at A is the field resistance and is used for speed control. The resistance at B is the starting resistance and its main purpose is to protect the armature from excessive current on starting.

If the resistance at A is increased, the series field current decreases, the field becomes weaker, and the speed of the motor builds up.

Q. Why should steering engine rooms which utilize electrohydraulic steering engines contain heating equipment?

A. Steering engine rooms should be kept above 50° F. if the steering gear is of the hydraulic type in order to keep the action from becoming sluggish because of increased viscosity of the fluid in the lines from the pumps to the rams.

Q. What is the purpose of the diffuser vanes which connect most horizontal blowers to the discharge duct?

A. The purpose of the diffuser vanes which connect the blower to the discharge duct is to guide the air into the duct with minimum disturbance and to convert velocity head to pressure head.

Q. Why shouldn't a gate valve be used for throttling purposes?

A. The gate valve should not be used for throttling purposes because the velocity of flow against a partially opened wedge will cause chattering damage to the seating surfaces and undesirable erosion.

Q. What is the purpose of the aftercooler which is used on many air compressors?

A. The purpose of the aftercooler is to remove moisture from the compressed air immediately after compression and before the air enters the receiver or air mains. This is accomplished by reducing the temperature of the air from the compressor to a point where the water vapor will condense and be removed by a separator.

Q. What is the purpose of the slip rings and brushes on the revolving field type A. C. generator?

A. The purpose of the slip rings and brushes on the revolving field type A. C. generator is to supply the exciting current for the fields.

Q. (a) What is a trunk type piston?

(b) What is a crosshead style piston?

A. (a) The trunk type piston has a long skirt and has the connecting rod attached directly to it by means of an oscillating wrist pin.

(b) The crosshead type piston usually has a short skirt and has a piston rod either screwed or bolted to the bottom of the piston. The piston rod is connected to the connecting rod at the crosshead.

ACCIDENTS IN BRIEF

Here is a condensation of some accidents reported to Coast Guard Headquarters during the past month. A capsule glimpse into the cause * * * and effect. In each case the victim was incapacitated at least 72 hours.

CAUSE

EFFECT

Walking across hatch boards..... Fell through, laid up for 6 weeks.
Slipped off ladder..... Fell 5 feet to deck, twisted ankle.



Slipped
descending
ladder. Cut over right eye.

Severe roll of vessel..... Loose chair injures BR.
Fell on stairway..... Bruised tailbone.

Intoxicated Fell off gangway.



Finger caught in sink drain..... Cut off end of third finger.
Unloading oxygen cylinder..... Crushed finger.



Plate on
galley
range..... Fell with roll of ship, crushed big toe.

Cutting bolt with steel chisel..... Hammer slipped, fractured left hand.
Pot of hot vegetables..... Fell off range burning third cook.

MERCHANT MARINE STATISTICS

There were 953 vessels of 1,000 gross tons and over in the active oceangoing U.S. merchant fleet on April 1, 1959.

There were 27 Government-owned and 926 privately owned ships in active service. These figures did not include privately owned vessels temporarily inactive, or Government-owned vessels employed in loading grain for storage. They also exclude 28 vessels in the custody of the Departments of Defense, State, and Interior.

There was an increase of four active vessels and a decrease of three inactive vessels in the privately owned fleet. Two freighters, the *Chris H.* and the *Green Island*, were returned from foreign to U.S. flag. Three tankers, the *American Eagle*, *Eagle Traveler* and the *Mobil Aero*, were delivered into service and two combination passenger-cargo ships, the *Erochorda* and *Excambion* and two freighters, the *Exceller* and *Ecanthia*, were traded in to the Government on new construction. This increased the total privately owned fleet by a net of 1 to 1,006.

Of the 80 privately owned inactive vessels, 30 dry cargo ships and 35 tankers were laid up for lack of employment, 2 more than on March 1. The others were undergoing repair or conversion.

The Maritime Administration's active fleet was one more than that of the previous month, while its inactive fleet decreased by six. Ten Liberty ships were sold for scrap. Two transports, a freighter and a tanker owned by the Navy, and four privately owned trade-in vessels were turned over to the Administration for lay-up in the National Defense Reserve Fleet. The Massachusetts Maritime Academy training ship left the reserve fleet. A Mariner ship was transferred to the Navy and a tug to the Coast Guard. This decreased the Government fleet by 5 to a total of 2,102. The total merchant fleet of 3,108 active and inactive ships was 4 less than the fleet on March 1, 1959.

Three new tankers were delivered to U.S. flag, and one, the *Princess Sophie*, for foreign flag. One freighter and one tanker conversion were completed. Four new freighters, two tanker conversions, and a bulk carrier conversion were ordered.

Seafaring jobs on active oceangoing U.S. flag ships of 1,000 gross tons and over, excluding civilian seamen manning Military Sea Transportation Service ships, were 49,779. Prospective officers in training in Federal and State nautical schools numbered 2,016.

COURT DECISION

The United States Court of Appeals in August 1958 affirmed the lower court in the case of the all-welded Swedish-built MV *Christer Salen* which unaccountably broke in two in 1951.

It was found the shipowner had used due diligence, was not liable for the lost cargo, and was entitled to general average contributions from the cargo saved. (1958 AMC 2377.)

The ship, 1 day out of Yokohama, bound for Vancouver, B.C., was proceeding at a speed of approximately 12 knots into a heavy sea, when without warning and for no apparent reason, she suddenly split in two at about the middle of No. 3 hold.

The forward part of the vessel was lost and the after part returned without incident to Yokohama. The cargo in No. 4 and No. 5 holds sustained only slight damage.

In the year prior to the accident the vessel had been aground and had later suffered a slight crack on a voyage from Vancouver to Kobe.

Only a month before the disaster, the ship was drydocked in Hong Kong for routine cleaning, scraping, and painting, and inspected by a Lloyd's surveyor who found that her "shell plating" was "in good condition" and recommended continuance of its classification of 100-A-1.

The claim against the shipowners for lost cargo was governed by the terms of the Carriage of Goods by Sea Act, 46 U.S. Code, sections 1304(2) (p) and (q), which provide that "Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from * * * (p) Latent defects not discoverable by due diligence; and (q) Any other cause arising without the actual fault and privity of the carrier and without the fault or neglect of the agents or servants of the carrier * * *."

The appellants claimed that the vessel was notch-brittle and it was submitted to the Court that, since crack-arresters were well known as an effective means of preventing frac-

tures on all-welded notch-brittle ships, the owners were at fault in not installing crack-arresters.

In this connection the Court remarked that "The ship owner, however, did not know that the *Christer Salen* was notch-brittle and therefore susceptible to a brittle fracture, and it is our opinion that in the exercise of due diligence a reasonably prudent owner would not have been required to install crack arresters on the *Christer Salen* prior to 1951 because it was unforeseeable that the ship was actually notch-brittle."

"Liability cannot be imposed for failure to safeguard against a hazard not then generally known in the shipbuilding industry and for failure to conduct nonexistent tests."

On the submission that the master should have been aware of the potential danger of a crack, the Court said that, while a master is presumed to know the general characteristics of his ship, he is not required to possess the combined knowledge and skill of a naval architect and metallurgist.

Printed below is a copy of the Federal Register document setting forth the action taken on Item VIII—Power-Operated Industrial Trucks—by the Merchant Marine Council pursuant to the public hearing of April 27, 1959.

DEPARTMENT OF THE TREASURY

United States Coast Guard WASHINGTON

(46 CFR Parts 35, 78, 97, 146 and 162)

(CGFR 59-17)

POWER-OPERATED INDUSTRIAL TRUCKS; WRITTEN COMMENTS ON PROPOSED REGULATIONS

Pursuant to the notice of proposed rulemaking published in the Federal Register on April 9, 1959 (24 F.R. 2746-2748), and Merchant Marine Council Public Hearing Agenda CG-249 dated April 27, 1959, the Merchant Marine Council held a Public Hearing on April 27, 1959, for the purpose of receiving comments, views and data. The proposed regulations to govern the use of power-operated industrial

trucks were set forth in detail as Item VIII of that Agenda, as well as in the previously mentioned Federal Register of April 9, 1959.

This document is the first of a series covering the regulations and actions considered at the April 27, 1959, Public Hearing and annual session of the Merchant Marine Council. It contains the action taken with respect to Item VIII of the Agenda.

Many requests were received before and at the Public Hearing for extension of time for the submission of comments with respect to Item VIII. Therefore, an extension of 6 months for the submission of written comments is granted with respect to Item VIII, the proposed regulations regarding power-operated industrial trucks.

On the basis of the comments already received and those written comments which will be received prior to October 27, 1959, the proposed regulations will be revised. These revised proposed regulations then will be included in the Merchant Marine Council Public Hearing Agenda for the next annual session scheduled for the spring of 1960.

Even though a long extension of time has been allowed for submitting written comments and the proposed regulations as revised will not come

up for a public hearing until next year, it is urged that additional written views be submitted and that this be done as soon as possible in order to permit the Coast Guard adequate time to thoroughly study and evaluate them.

All views and comments should be sent to the Commandant (CMC), United States Coast Guard, Washington 25, D.C. In order to insure consideration of comments and to facilitate checking and recording, it is preferred that each comment regarding a section or paragraph of the proposed regulations be submitted on Coast Guard Form CG-3287, copies of which were attached to the Agenda and may be reproduced, or copies may be obtained upon request from the Commandant (CMC). However, all comments should show the section or paragraph number, the proposed change, the reason or basis, and the name, business firm or organization (if any), and the address of the submitter.

Dated: May 13, 1959.

[SEAL] A. C. RICHMOND,
Vice Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 59-4235; Filed, May 19, 1959;
8:48 a.m.]

MERCHANT MARINE PERSONNEL STATISTICS

MERCHANT MARINE OFFICER LICENSES ISSUED

QUARTER ENDING 31 MARCH 1959

DECK

Grade	Original	Renewal	Grade	Original	Renewal
Master:			Third mate:		
Ocean	35	497	Ocean	14	73
Coastwise	9	42	Coastwise		
Great Lakes	18	149	Pilots:		
B. S. & L.	17	111	Great Lakes	98	98
Rivers	3	69	B. S. & L.	133	35
Radio officer licenses issued	11	300	Rivers	85	45
Chief mate:			Mustor: Uninspected vessels	7	7
Ocean	40	101	Mate: Uninspected vessels	18	52
Coastwise	2	4	Motorboat	220	502
Mate:			Total	750	2,181
Great Lakes			Grand total	2,931	
B. S. & L.					
Rivers					
Second mate:					
Ocean	40	96			
Coastwise					

ENGINEER

Grade	Original	Renewal	Grade	Original	Renewal
STEAM			First assistant engineer:		
Chief engineer:			Unlimited	5	20
Unlimited	63	637	Limited	7	23
Limited	15	147	Second assistant engineer:		
First assistant engineer:			Unlimited	11	16
Unlimited	67	203	Limited		4
Limited	4	21	Third assistant engineer:		
Second assistant engineer:			Unlimited	9	331
Unlimited	65	335	Limited	2	4
Limited	2	9	Chief engineer: Uninspected		
Third assistant engineer:			vessels	5	8
Unlimited	41	216	Assistant engineer: Unin-		
Limited	6	6	spected vessels	2	3
MOTOR			Total	348	2,257
Chief engineer:			Grand Total	2,605	
Unlimited	5	106			
Limited	39	168			

WAIVER OF MANNING REQUIREMENTS

Waivers	Atlantic Coast	Gulf Coast	Pacific Coast	Great Lakes	Total
Deck officers substituted for higher ratings			1		1
Engineer officers substituted for higher ratings					
Ordinary seamen for able seamen					
Wiper or compassers for qualified member engine dept.	2				2
Total waivers	2		1		3
Number of vessels	1		1		2

INVESTIGATING UNITS

Coast Guard Merchant Marine Investigating Units and Merchant Marine Details investigated a total of 3,428 cases during the first quarter of 1959. From this number, hearing before examiners resulted involving 63 officers and 221 unlicensed men. In the case of officers, 0 licenses were revoked, 2 were suspended without probation granted, 14 were suspended with probation granted, 8 cases were dismissed after hearing, and 9 hearings were closed with admonitions. Of

ORIGINAL SEAMEN'S DOCUMENTS ISSUED

Type of document	Atlantic Coast	Gulf Coast	Pacific Coast	Great Lakes and rivers	Total
Staff Officer	37	7	30	4	78
Continuous Discharge Book	1		2	1	4
Merchant Mariner's Documents	1,079	425	527	851	2,882
AB any waters unlimited	78	29	42	35	184
AB any waters, 12 months	46	4	13	20	83
AB Great Lakes, 18 months	9		4	29	42
AB Tugs and Towboats, any waters	1		1		2
AB Bays and Sounds					0
AB Seagoing Barges					0
Lifeboatman	87	7	51	2	147
QMED	114	36	39	73	264
Radio Operators	2		1	1	4
Certificate of Service	997	365	505	783	2,650
Tankerman	32	70	3	59	163
Total	2,483	945	1,218	1,857	6,503

the unlicensed personnel, 25 documents were revoked, 14 were suspended without probation, 50 were suspended with probation granted, 14 hearings were closed with admonition, and 13 cases were dismissed after hearing. Eleven licenses and 76 documents were voluntarily surrendered.

SAINT LAWRENCE SEAWAY

Seaway regulations and operating rules for users of the Saint Lawrence Seaway have been published in the Federal Register, April 18, 1959.

The regulations consist of the joint Seaway Regulations of the Saint Lawrence Seaway Development Corporation and of the St. Lawrence Seaway Authority of Canada and are conjoined to provide users full information concerning the relevant facilities of each country.

Copies of the regulations may be obtained from the Saint Lawrence Seaway Development Corporation, Messina, N.Y. The booklet includes the regulations, a strip map of the Seaway, and other pertinent data.

The rules include the following:

Subpart A—Seaway Regulations

Sec.	
401.1	Short title.
401.2	Definitions.
401.3	Transit of the Seaway.
401.4	Pre-clearance of vessels.
401.5	Condition of vessels.
401.6	Navigation on the Seaway.
401.7	Notice of arrival.
401.8	Passing through.
401.9	Dangerous cargo.
401.10	Documentary evidence.
401.11	Accidents.
401.12	Wintering and laying-up.
401.13	Access to Seaway.
401.14	General.
401.15	Offense and penalties.

Subpart B—Operating Rules

401.101-1	General conditions.
401.101-6	Definitions.
401.104-1	Pre-clearance of vessels.
401.104-2	Formalities before using the Seaway.
401.104-4	Representative.
401.104-7	Special conditions for pleasure craft.
401.104-9	Acknowledgment of preclearance.
401.105-1	Condition of vessels for transit.
401.105-2	Mooring lines and winches.
401.105-7	Fenders.
401.105-10	Discharge pipes.
401.105-11	Draught markings.
401.105-15	Masts.
401.105-18	Recommended equipment.
401.106-1	Seaway navigation instructions.
401.106-3	Passing and meeting.
401.106-7	Turning basins.
401.106-8	Dropping anchor.
401.106-10	Procedures at locks and bridges.
401.106-17	Search lights.
401.106-18	Smoke.
401.106-19	Refuse.
401.107-1	Notice of arrival and radio communication.
401.107-2	Radio-telephone stations.
401.107-4	Calling in points.
401.108-1	Passing through.
401.108-2	Preparing mooring lines for passing through.
401.108-14	Tandem lockages.
401.108-15	Vessels in tow.
401.108-23	Mooring and fastening.

Sec.

- 401.108-27 Restricted transit.
- 401.108-28 Failure to comply with orders.
- 401.109-1 Dangerous cargo.
- 401.110-1 Documentary evidence.
- 401.111-1 Accidents and reports.
- 401.120-1 Use of bridges, roads, wharves and other Seaway property.
- 401.130-1 Toll assessment and collection.
- 401.140-1 St. Lawrence Seaway Vessel Pre-clearance Form.

AUTHORITY: §§ 401.1 to 401.140-1 issued under 68 Stat. 92-96, 33 U.S.C. 981-990; Agreement between the Governments of United States and of Canada dated March 9, 1959.

AMENDMENTS TO REGULATIONS

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

[CGFR 59-4]

Chapter I—Coast Guard, Department of the Treasury

PART I—GENERAL PROVISIONS

Subpart 1.25—Fees and Charges for Copying, Certifying, or Searching Records and for Duplicate Documents and Certificates

CERTIFICATE OF SEAMAN'S SERVICE

By virtue of the authority described with the regulation below, the follow-

ing amendment to § 1.25-65(e) is prescribed and shall become effective upon the date of publication of this document in the Federal Register.

§ 1.25-65 Duplicate merchant marine documents or certificates.

(e) *Certificate of seaman's service (Form CG-723).* The fee for furnishing a merchant seaman with a chronological record of service on Form CG-723, in lieu of issuing individual certificates of discharge on Form CG-718A or in lieu of making duplicate service entries in a seaman's continuous discharge book, as authorized by 46 CFR 154.07, is \$0.35 for the first entry and \$0.10 for each additional entry requested at the same time. (See 46 CFR 12.02-23(b).)

(Sec. 7, 49 Stat. 1936, as amended, sec. 501, 65 Stat. 290, 46 U.S.C. 689, 5 U.S.C. 140)

Dated: April 7, 1959.

[SEAL] A. C. RICHMOND,
Vice Admiral, U.S. Coast Guard,
Commandant.

Approved: April 15, 1959.

A. GILMORE FLUES,
Acting Secretary of the
Treasury.

[F.R. Doc. 59-3319; Filed, Apr. 20, 1959;
8:48 a.m.]

NUMBERED AND UNDOCUMENTED VESSELS

The table below gives the cumulative total of undocumented vessels numbered under the provisions of the act of June 7, 1918, as amended (46 U.S.C. 288), for the quarter ended 31 March 1959. Generally speaking, undocumented vessels are those machinery-propelled vessels of less than 5 net tons engaged in trade which by reason of tonnage are exempt from documentation. They also include all other vessels propelled in whole or in part by machinery which have not been issued marine documents by the Customs, owned in the United States and found on the navigable waters thereof.

Alabama	6,069	Kentucky	3,480	Ohio	17,933
Alaska	8,258	Louisiana	26,045	Oklahoma	394
Arizona	317	Maine	9,787	Oregon	8,265
Arkansas	1,108	Maryland	24,055	Pennsylvania	13,589
California	42,539	Massachusetts	19,709	Puerto Rico	587
Colorado	59	Michigan	28,775	Rhode Island	5,657
Connecticut	11,867	Minnesota	5,243	South Carolina	1,966
Delaware	2,875	Mississippi	4,278	South Dakota	216
District of Columbia	2,675	Missouri	6,020	Tennessee	5,456
Florida	37,548	Montana	118	Texas	16,672
Georgia	3,198	Nebraska	539	Utah	211
Guam	63	Nevada	764	Vermont	1,334
Hawaii	4,155	New Hampshire	579	Virginia	18,441
Idaho	724	New Jersey	27,722	Virgin Islands	157
Illinois	15,089	New Mexico	40	Washington	26,792
Indiana	3,363	New York	58,614	West Virginia	995
Iowa	2,875	North Carolina	9,377	Wisconsin	5,923
Kansas	336	North Dakota	100	Wyoming	17

Total..... 490,948

PART 19—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Chronological Record of Seaman's Previous Employment

CROSS REFERENCE: For amendment of § 19.07, see Title 46, Part 154, F.R. Doc. 59-3318, *infra*.

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 59-4a]

PART 154—WAIVERS OF NAVIGATION AND VESSEL INSPECTION LAWS AND REGULATIONS

Chronological Record of Seaman's Previous Employment

By virtue of the authority vested in me as Commandant, United States Coast Guard, by an order of the Acting Secretary of the Treasury dated January 23, 1951, identified as CGFR 51-1 (16 F.R. 731), and sec. 1, 64 Stat. 1120 (46 U.S.C., note preceding 1), the cross reference following § 154.07, as well as 33 CFR 19.07, is amended to read as follows:

§ 154.07 Chronological record of seaman's previous employment.

CROSS REFERENCE: See 33 CFR 1.25-65 for the fee for this record.

Dated: April 7, 1959.

(Sec. 1, 64 Stat. 1120; 46 U.S.C., note prec. 1)

[SEAL] A. C. RICHMOND,
Vice Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 59-3318; Filed, Apr. 20, 1959;
8:48 a.m.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

[CGFR 59-6]

PART 10—LICENSING OF OFFICERS AND MOTOR BOAT OPERATORS AND REGISTRATION OF STAFF OFFICERS

Subpart 10.10—Professional Requirements for Engineer Officers' Licenses (Inspected Vessels)

SERVICE REQUIREMENTS FOR ORIGINAL LICENSES AS FIRST ASSISTANT ENGINEER OF STEAM OR MOTOR VESSELS OF NOT MORE THAN 1,000 HORSEPOWER

The service requirements for applicants for original licenses as first assistant engineer of steam or motor vessels of limited horsepower were revised in 1957 in accordance with recommendations of the Merchant Marine Council, which were based on Item III of an Agenda considered at a public hearing held May 7, 1957. The amendments to 46 CFR 10.10-13(a) (4) and 10.10-15(a) (4) published July 25, 1957 (22 F.R. 5894), limited the use of service as oiler, watertender or fireman as experience to qualify for only an original license as first assistant engineer of steam or motor towing or ferry vessels of not more than 2,000 horsepower. Since then the Commandant has had to evaluate such service to permit applicants to qualify for first assistant engineer of steam or motor vessels of not more than 1,000 horsepower. The standards followed are those which were in the regulations prior to the amendments published July 25, 1957. In order to eliminate the prior individual evaluation of service and to authorize the Officers in Charge, Marine Inspection, to reinstate prior practices followed, the amendments in this document reinstate in the regulations the general acceptance of service as oiler, watertender, or fireman as qualifying experience for an original license as first assistant engineer of steam or motor vessels of not more than 1,000 horsepower. It is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule procedures thereon, and effective date requirements thereof) is deemed unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F.R. 6521), Treasury Department Order 167-14, dated November 26, 1954 (19 F.R. 8026), and Treasury Department Order CGFR 56-28, dated July 24, 1956 (21 F.R. 5659), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendments are prescribed and shall become effective on the date of publication of this document in the Federal Register.

1. Section 10.10-13(a) is amended by adding a new subparagraph (6), reading as follows:

§ 10.10-13 First assistant engineer; steam vessels.

(a) * * *

(6) Three years' service as oiler, watertender or fireman on steam vessels for a license as first assistant engineer of steam vessels of not more than 1,000 horsepower.

2. Section 10.10-15(a) is amended by adding a new subparagraph (6), reading as follows:

§ 10.10-15 First assistant engineer; motor vessels.

(a) * * *

(6) Three years' service as oiler or fireman on motor vessels for a license as first assistant engineer of motor vessels of not more than 1,000 horsepower.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4417a, as amended, 4426, as amended, 4427, as amended, 4438, as amended, 4441, as amended, 4445, as amended, 4447, as amended, sec. 2, 29 Stat. 188, as amended, sec. 1, 34 Stat. 1411, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 7, 53 Stat. 1147, as amended, sec. 3, 54 Stat. 346, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 391a, 404, 405, 224, 224a, 229, 231, 233, 225, 237, 367, 247, 1333, 50 U.S.C. 198)

Dated: April 13, 1959.

[SEAL] A. C. RICHMOND,
Vice Admiral,
U.S. Coast Guard,
Commandant.

[F.R. Doc. 59-3218; Filed, Apr. 17, 1959;
8:45 a.m.]

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 59-10]

OCEAN OR UNLIMITED COASTWISE VESSELS ON INLAND AND GREAT LAKES ROUTES

Miscellaneous Amendments to Chapter

With the opening of the St. Lawrence Seaway, many inquiries are being received concerning what requirements apply or if special indorsements are needed on certificates of inspection to authorize vessels carrying valid certificates of inspection for ocean voyages or unlimited coastwise voyages, to operate on the Great Lakes.

At present there is no positive requirement in the regulations stating the rules and regulations governing the inspection and certification of ocean and unlimited coastwise vessels demand higher standards than the rules and regulations governing the inspection and certification of

Great Lakes vessels. However, it is well established that vessels certificated for ocean or coastwise voyages are required to meet higher standards of construction, subdivision, fire extinguishing capability, and must carry more primary lifesaving equipment although it is not of the same type and character necessary for Great Lakes vessels. It has been the practice to administratively recognize the higher standards required for ocean and coastwise vessels; however, in order to inform all concerned of this acceptance, new regulations designated 46 CFR 30.01-7, 70.05-7, 90.05-7 and 167.01-7 are being added. Since the regulations in this document are to clarify the scope of indorsements on certificates of inspection, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof) is unnecessary. Because publication of regulations setting forth present administrative practice with respect to meaning of routes indorsed on certificates of inspection for certain ocean and coastwise vessels may be improperly construed, if not published in all regulations governing the inspection of different types of vessels, it is found that an emergency exists and the requirements for a public hearing and effective date in R.S. 4417a, as amended (46 U.S.C. 391a), need not be met with respect to a regulation designated 46 CFR 30.01-7 governing tank vessels.

It is to be noted that ocean or unlimited coastwise vessels when operating on the Great Lakes must comply with the different requirements in the "Rules of the Road" governing the Great Lakes, which are contained in Coast Guard pamphlet CG-172. Particular attention is invited to variations concerning navigation lights and shapes, whistle signals and rules for passing. Special manning requirements may also be applicable. It is suggested that the requirements in Coast Guard pamphlet CG-268 regarding manning of vessels be reviewed (46 CFR Part 157).

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), 167-9, dated August 3, 1954 (19 F.R. 5915), 167-14, dated November 26, 1954 (19 F.R. 8026), 167-20, dated June 18, 1956 (21 F.R. 4894), CGFR 56-28, dated July 24, 1956 (21 F.R. 7605), to promulgate regulations in accordance with the statutes cited with the regulations below, the following regulations are prescribed and shall become effective

upon the date of publication of this document in the Federal Register.

SUBCHAPTER D—TANK VESSELS

PART 30—GENERAL PROVISIONS

Subpart 30.01—Administration

Subpart 30.01 is amended by inserting a new section designated 30.01-7 to follow § 30.01-5, reading as follows:

§ 30.01-7 Ocean or unlimited coastwise vessels on inland and Great Lakes Routes—TB/OC.

(a) Vessels inspected and certificated for ocean or unlimited coastwise routes shall be considered suitable for navigation insofar as the provisions of this subchapter are concerned on any inland route, including the Great Lakes.

(R.S. 4405, as amended, 4417a, as amended, 4462, as amended; 46 U.S.C. 375, 391a, 416. Interpret or apply sec. 3, 68 Stat. 675; 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917; 3 CFR, 1952 Supp.)

SUBCHAPTER H—PASSENGER VESSELS

PART 70—GENERAL PROVISIONS

Subpart 70.05—Application

Subpart 70.05 is amended by inserting a section designated 70.05-7 to follow § 70.05-5, reading as follows:

§ 70.05-7 Ocean or unlimited coastwise vessels on inland and Great Lakes Routes.

(a) Vessels inspected and certificated for ocean or unlimited coastwise routes shall be considered suitable for navigation insofar as the provisions of this subchapter are concerned on any inland route, including the Great Lakes.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4426, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 17, 54 Stat. 166, as amended, sec. 3, 54 Stat. 1028, as amended, sec. 3, 70 Stat. 152, sec. 3, 68 Stat. 675; 46 U.S.C. 404, 369, 367, 526p, 1333, 463a, 390b, 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917; 3 CFR, 1952 Supp.)

SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

PART 90—GENERAL PROVISIONS

Subpart 90.05—Application

Subpart 90.05 is amended by inserting a new section designated 90.05-7 to follow § 90.05-5, reading as follows:

§ 90.05-7 Ocean or unlimited coastwise vessels on inland and Great Lakes Routes.

(a) Vessels inspected and certificated for ocean or unlimited coastwise routes shall be considered suitable for navigation insofar as the provisions of this subchapter are concerned on any inland routes, including the Great Lakes.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416. Interpret or apply R.S. 4426, as amended, secs. 1, 2, 49 Stat. 1544, as amended, sec. 17, 54 Stat. 166, sec. 2, 54 Stat. 1028, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 404, 367, 526p, 463a, 50 U.S.C. 198; E.O. 10402, 17 F.R. 9917; 3 CFR, 1952 Supp.)

SUBCHAPTER R—NAUTICAL SCHOOLS

PART 167—PUBLIC NAUTICAL SCHOOL SHIPS

Subpart 167.01—General Provisions

Subpart 167.01 is amended by inserting a new section designated 167.01-7 to follow § 167.01-5, reading as follows:

§ 167.01-7 Ocean or unlimited coastwise vessels on inland and Great Lakes Routes.

(a) Vessels inspected and certificated for ocean or unlimited coastwise routes shall be considered suitable for navigation insofar as the provisions of this subchapter are concerned on any inland route, including the Great Lakes.

(R.S. 4417, as amended, 4418, as amended, 4426, as amended, 4428-4434, as amended, 4450, as amended, 4488, as amended, 4491, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, secs. 1-21, 2, 54 Stat. 163-167, as amended, 1028, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 391, 392, 404, 406-412, 239, 481, 489, 363, 367, 526-526t, 463a, 50 U.S.C. 198, E.O. 10402, 17 F.R. 9917, 3 CFR, 1952 Supp.)

Dated: April 20, 1959.

[SEAL] A. C. RICHMOND,
Vice Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 59-3519; Filed, Apr. 24, 1959; 8:49 a.m.]

[CGFR 59-7]

SUBCHAPTER F—MARINE ENGINEERING

PART 56—ARC WELDING, GAS WELDING AND BRAZING

SUBCHAPTER Q—SPECIFICATIONS

PART 161—ELECTRICAL EQUIPMENT

Retention of Radiographs of Welds, and Fire-Protective Systems

In 1953 the requirements for nondestructive tests of welds used in the

construction of Class I welded pressure vessels were revised. One of these requirements specified the retention of radiographs of welds by the Officer in Charge, Marine Inspection, for a period of ten years. This requirement is now considered to be a matter subject to laws governing disposal of records and, therefore, the regulation designated 46 CFR 56.05-5(p) is canceled by this document.

The specification for fire-protective systems for merchant vessels designated 46 CFR Subpart 161.002 was originally proposed and considered as Item XIV of the Agenda for a Merchant Marine Council Public Hearing held April 24, 1956. By specific provisions in 46 CFR 113.10-5 and 113.15-5, it is required that all fire-protective systems installed on merchant vessels on and after November 19, 1958, shall be in compliance with this specification. To date no Coast Guard approval has been granted to a manufacturer under the specification designated 46 CFR 161.002. A manufacturer of fire-protective systems has pointed out that the requirement in 46 CFR 161.002-14(d)(1) to have key stations for use with portable recording watch clocks painted a typical bright red color is not practical and such stations may be confused with fire alarm stations. Further, it is felt that key stations painted a bright red will attract undue attention to them. Therefore, the amendment in this document to 46 CFR 161.002-14(d)(1) will cancel the requirement that key stations shall be finished in a typical bright red color.

Since the amendments to the regulations contained in this document delete instructions to the Coast Guard or relax previous requirements, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective requirements thereof) is deemed unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F.R. 6521), Treasury Department Order 167-14, dated November 26, 1954 (19 F.R. 8026), and Treasury Department Order CGFR 56-28, dated July 24, 1956 (21 F.R. 5659), to promulgate regulations in accordance with the statutes cited with the regulations below, the following amendments are prescribed and shall become effective on the date of publication of this document in the Federal Register.

Subpart 56.05—Tests and Inspection

§ 56.05-5 [Amendment]

Section 56.05-5 *Nondestructive tests* is amended by canceling paragraph (p).

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416)

Subpart 161.002—Fire-Protective Systems

Section 161.002-14(d)(1) is amended to read as follows:

§ 161.002-14 Watchman's supervisory systems.

(d) *Key stations for use with portable recording watch clocks.* (1) The key station shall be of substantial construction and provided with a hinged cover. The key shall be attached to the station by means of a strong link chain. The key stations shall be mounted in such a manner that they cannot be removed without giving evidence of removal.

(R.S. 4405, as amended, 4462, as amended; 46 U.S.C. 375, 416)

Dated: April 20, 1959.

[SEAL] A. C. RICHMOND,
Vice Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 59-3518; Filed, Apr. 24, 1959;
8:48 a.m.]

ARTICLES OF SHIPS' STORES AND SUPPLIES

Articles of ships' stores and supplies certificated from 1 April to 30 April 1959, inclusive, for use on board vessels in accordance with the provisions of Part 147 (46 CFR 146-147) of the Dangerous Cargo Regulations are as follows:

CERTIFIED

Maritec Corp., 42 Broadway, New York 4, N.Y., Certificate No. 103, dated 3 April 1959, MARITEC ELECTRICAL SOLVENT NO. 15.

Gunk Laboratories, Inc., 5829 W. 66th St., Chicago 38, Ill., Certificate No. 364, dated 29 April 1959, NEO MET.

AFFIDAVITS

The following affidavits were accepted during the period from 15 March 1959 to 15 April 1959:

Uniflow Valve Corp., 19 Quine St., Cranford, N.J., VALVES.

Phoenix Rheintrohr A. G., Duesseldorf, Germany, PIPE FITTINGS AND FLANGES.

Hoke Inc., 1 Tenakill Park, Cresskill, N.J., VALVES.

MARINE SAFETY PUBLICATIONS AND PAMPHLETS

The following publications and pamphlets are available and may be obtained upon request from the nearest Marine Inspection Office of the United States Coast Guard. Date of each publication is indicated following title.

CG No.	Title of Publication
101	Specimen Examinations for Merchant Marine Deck Officers. 7-1-58
108	Rules and Regulations for Military Explosives and Hazardous Munitions. 8-1-58
115	Marine Engineering Regulations and Material Specifications. 3-1-58
123	Rules and Regulations for Tank Vessels. 4-1-58
129	Proceedings of the Merchant Marine Council. Monthly
169	Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico. 4-1-58
172	Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters. 4-1-58
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids. 7-2-51
175	Manual for Lifeboatmen and Able Seamen, Qualified Members of Engine Department, and Tankerman. 6-1-55
176	Load Line Regulations. 9-2-58
182	Specimen Examinations for Merchant Marine Engineer Licenses. 5-1-57
184	Pilot Rules for the Western Rivers. 7-1-57
190	Equipment Lists. 4-1-58
191	Rules and Regulations for Licensing and Certifying of Merchant Marine Personnel. 9-15-55
200	Marine Investigation Regulations and Suspension and Revocation Proceedings. 7-1-58
220	Specimen Examination Questions for Licenses as Master, Mate, and Pilot of Central Western Rivers Vessels. 4-1-57
227	Laws Governing Marine Inspection. 7-3-50
239	Security of Vessels and Waterfront Facilities. 7-1-58
249	Merchant Marine Council Public Hearing Agenda. Annually
256	Rules and Regulations for Passenger Vessels. 3-1-57
257	Rules and Regulations for Cargo and Miscellaneous Vessels. 6-1-55
258	Rules and Regulations for Uninspected Vessels. 7-1-55
259	Electrical Engineering Regulations. 9-2-58
266	Rules and Regulations for Bulk Grain Cargo. 2-13-53
267	Rules and Regulations for Numbering Undocumented Vessels. 1-15-53
268	Rules and Regulations for Manning of Vessels. 9-3-57
269	Rules and Regulations for Nautical Schools. 11-1-53
270	Rules and Regulations for Marine Engineering Installations Contracted for Prior to July 1, 1935. 11-19-52
290	Pleasure Craft. (Formerly "Motorboats"). 1-2-59
293	Miscellaneous Electrical Equipment List. 4-15-58
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf. 1-2-57
323	Rules and Regulations for Small Passenger Vessels. (Not More Than 65 Feet in Length) 6-1-58
329	Fire Fighting Manual for Tank Vessels. 4-1-58

Official changes in rules and regulations are published in the Federal Register, which is printed daily except Sunday, Monday and days following holidays. The Federal Register is a sales publication and may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. It is furnished by mail to subscribers for \$1.50 per month or \$15 per year, payable in advance. Individual copies desired may be purchased as long as they are available. The charge for individual copies of the Federal Register varies in proportion to the size of the issue and will be 15 cents unless otherwise noted on the table of changes below.

Changes Published During April 1959

The following have been modified by Federal Register:

CG-191 Federal Register, April 18, 1959.
CG-268 Federal Register, April 21, 1959.
CG-115, CG-123, CG-256, CG-257, and CG-269 Federal Register, April 25, 1959.



A.W.H.

**ALWAYS
BE ON THE
LOOKOUT
FOR HAZARDS.**